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H. Price & Co.,
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408

The China Mail.

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D. C. L.
Old Tom Gin.

The most reliable Gin on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
408

No. 12,930

號六月九年四零百九一英

HONGKONG, TUESDAY, SEPTEMBER 6, 1904.

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V. O. B.

BLENDED

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LEITH.

\$12.00 per Case.

MAGEWEN, FRICKEL & CO.,
3, DUDDELL STREET,
Hongkong, July 26, 1904. 2547

Intimations.

NAM SING,

U. S. ARMY TAILOR,
17, QUEEN'S ROAD CENTRAL.
BRAND NEW STOCK IS HERE.
Hongkong, September 3, 1904. 1630

WANG HING & CO.,

DEALER IN
JEWELLERY AND LACQUERED
WARE.
No. 71, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, August 29, 1904. 1582

THE KOWLOON HOTEL,

KOWLOON
A High class Tourist's Hotel under American Management. First class food. Beautiful Garden.
Manager, J. W. OSBORNE.
Proprietor and Manager.
Hongkong, January 20, 1904. 136

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Room.
Hot and Cold Water throughout.

Electrically Lighted
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
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MANAGER.
Hongkong, June 10, 1902. 1220

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THREE Miles out on the Shau-ki-wan Road. Electric Trains pass the Doors every few minutes.
THE ONLY HOUSE ON THE ROAD.
The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.
There is Accommodation for a few Boarders.

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REFRESHMENTS SERVED OF THE FINEST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS Prepared in First-class Style on the shortest notice.
Dinner Parties and Picnics Catered for.
JAS. CHRISTIE,
Proprietor and Manager.
Hongkong, August 13, 1904. 1385

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SCOTCH WHISKY DISTILLERS.
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and
H. M. THE PRINCE OF WALES

Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road, Central.

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WORKS, KOWLOON BAY.

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MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

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S.S. HONAM, 2,353 tons, Captain R. D. Thomas.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
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S.S. HANKEW, 2,073 tons, Captain B. Branch.
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Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8.30 p.m. and 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

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S.S. HEUNGSHAN, 1,968 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on weekdays at about 2 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 588 tons, Captain J. Wilcox.
S.S. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have "Superior" Cabin Accommodation and are lighted throughout by electricity.

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Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

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LATEST AMERICAN METHODS.
REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.
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31, QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206

DR HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAU,
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1388

When you feel, in
need of something
to refresh the body
and at the same
time nourish and
sustain—something
to make you strong,
 hale and hearty—try
a cup of Bovril.



Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road, Central.

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DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 22, 1900. 1227

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IS the Synonym for what is Best in
SEWING MACHINES.

SIMPLE—SPEEDY
SILENT—STRONG.

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1, WYNDHAM STREET,
HONGKONG.
Hongkong, August 20, 1904. 1282

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THE GOREPORE CO., LD.,
CALCUTTA.

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large Consumers
throughout India, the East,
and the Colonies.

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Cable Address "Loxley," Hongkong.
Hongkong, July 22, 1903. 1519

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A LITTLE CHANGE.

THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
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Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 1433

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WITH

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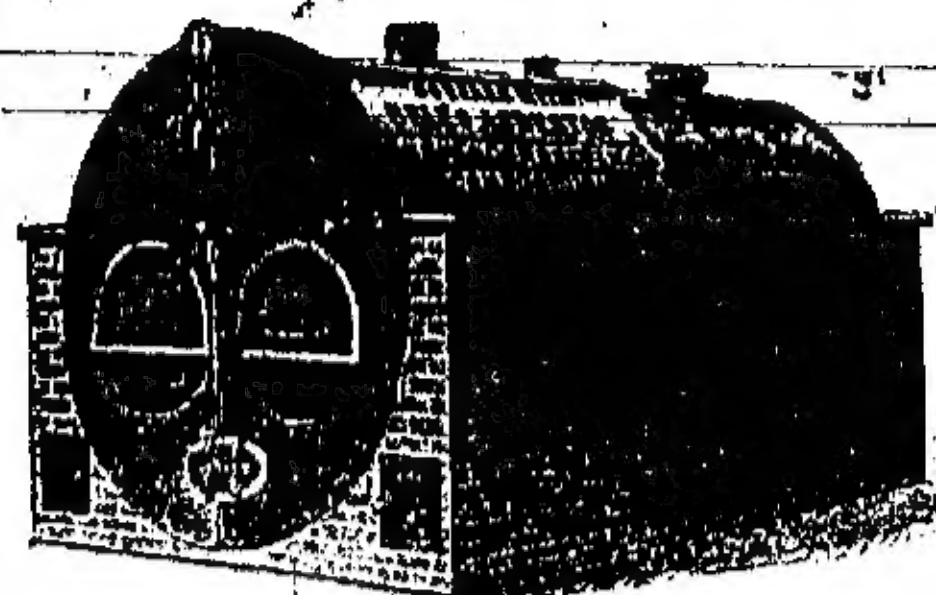
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IVORINE and CREAM LACE CURTAINS,
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FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS AND COLOURINGS.

THIN SUMMER BLANKETS from \$3.50 each.

WHITE and COLOURED BED QUILTS
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MARINE MOTORS AND MOTOR
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Price Lists on application.
A SAMPLE BOAT now Open to Inspection in Hongkong Harbour.

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5, VICTORIA BUILDINGS, QUEEN'S ROAD.

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THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and I. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904. 1419

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A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
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10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.

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Hongkong, July 2, 1904. 1228

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THREE MINUTES' WALK FROM POST OFFICE.

RATES MODERATE
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28, WYNDHAM STREET.
Hongkong, September 6, 1904. 1636

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PRESS.

A LING & CO.,
FURNITURE STORE,
AND
FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, September 3, 1904. 1627

相映 TAI WOO. 和泰
PHOTOGRAPHER and PORTRAIT
PAINTER, FRAME MAKER.
LANDSCAPES, PICTURES & VIEWS FOR SALE.
No. 38, 2nd Floor, QUEEN'S ROAD
CENTRAL, HONGKONG.
Hongkong, September 3, 1904. 1628

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In casks of 375 lbs net, \$5.00 per cask, ex Factory.

In bags of 450 lbs net, \$5.20 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
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FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG

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Shewan, Tomes & Co., GENERAL MANAGERS.

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BLACKBERRY BRANDY

Price per Doz. Qts., - \$11.00
" " Bottle, 1.00

LANE, CRAWFORD & CO.

Hongkong, September 1, 1904. 1600

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DRESSMAKERS, MILLINERS,

AND

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CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904. 1906

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REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS

LARGE AND AIRY RECEPTION ROOMS.
READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL,

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A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
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Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply

THE MANAGER.

THE VICTORIA DISPENSARY,

Wine and Spirit Merchants.

WHISKIES:

Glenorchy, Lochaber, Glaymore,
Finest Old Scotch, Daniel Crawford's,
Bourbon, 'V. R. O.' Liqueur (square bottle),
Watson's 'E' Liqueur.

PRICES ON APPLICATION.

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COLLIN'S GRAPHIC ENGLISH DICTIONARY; Illustrated with Numerous
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SHANGHAI—FOOCHOW ROAD.
SINGAPORE—RAFFLES QUAY.

AND
AGENCIES THROUGHOUT THE EAST.

15, QUEEN'S ROAD,
Hongkong, September 4, 1904.

Intimations.

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WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. are Agents for HOSSEY'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

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Telegraphic Address: 'MITSUI' (A.B.C. and A.1 Codes.)

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SOLE AGENTS for Hokkaido, Honjo, Kanada, Fujinomiya, Mameda, Matsumoto,
Chonza, Otsuki, Sasahara, Tanboku, Yoshinomiya, Yoshio, Yumokibara, and other
Coals.
S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

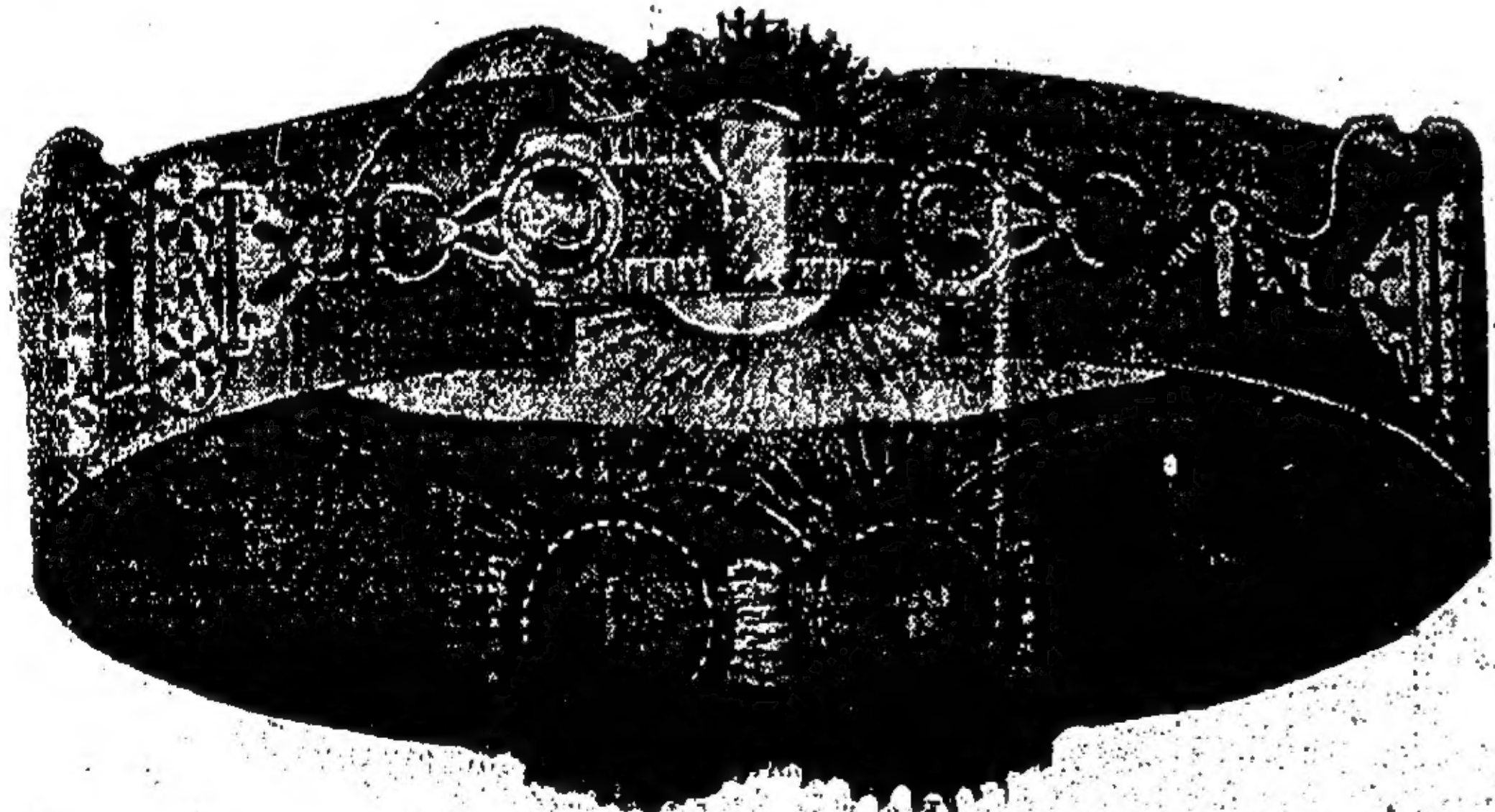


BY ROYAL WARRANT TO HIS MAJESTY THE KING.
LEA & PERRINS'
SAUCE

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VARICOCELE, Impotency and Waste of Manly Power are Quickly and forever Cured by the Grand Product of Nature, Dr. McLaughlin's Electro Vigour. Send for the Free Book.



Free Electric Suspensory for Weak Men.

This Electric Suspensory carries the current direct to the weak parts and cures all weaknesses of men, varicocele, etc. It develops and expands all weak organs and checks unnatural drains. No case of Failing Vigour, Varicocele or Debility can resist the powerful Electric Suspensory. It never fails to cure. It is free with Electro Vigour for Men.

No man should be weak; no man should suffer the loss of that vital element which renders life worth living. No man should allow himself to become less a man than nature intended him; no man should suffer for the sins of his youth when there is here and there a certain cure for his weakness, a check to his waste of power.

Most of the pains, most of the weakness of stomach, heart, brain and nerves, from which men suffer, are due to an early loss of nature's reserve power through mistakes of youth. You need not suffer for this. You can be restored. The very element which you have lost you can get back, and you may be as happy as any man that lives.

My Electro Vigour, with Special Electric Suspensory (free), will restore your power. It will check all unnatural drains and give back the old vigor of youth.

This drug upon your power causes Kidney Troubles, Rheumatism and Stomach Ailments. You know it's a loss of vital power and affects every organ of the body. Most of the ailments from which men suffer can be traced to it.

I have cured thousands of men who have squandered the savings of years in useless doctoring.

An old man of 70 says he feels as strong and young as he did at 35. That shows how it renews the vigor of youth.

It cures Rheumatism, Sciatic Pains, Lumbago, Kidney Trouble. It banishes pain in a night—never to return.

What ails you? Write and tell me. I've cured thousands, and every man of them is a walking advertisement for my Electro Vigour.

Every man who ever used it recommends it, because it is honest. It does great work, and those who have used it are the most grateful because the cure cost so little.

Every man who uses my Electro Vigour gets the advice and counsel of a physician free. I give you all that any medical man can give you, and a lot that he can't.

Try my Electro Vigour. Write me to-day for my beautifully illustrated book with cuts showing how my Electro Vigour is applied, and lots of good reading for men who want to be 'The Noblest Work of God'—A MAN. Never sold by Agents or Drug Stores.

DR M. A. McLAUGHLIN, 70, Queen's Road Central, Hongkong.
BRANCH: CORNER OF NANKING AND KIANGHAI ROADS, SHANGHAI.
Office Hours: 9 A.M. to 5 P.M., SUNDAYS, 10 to 1.

Intimations.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

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NAME OF PLACE UNDER.

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NAGASAKI, MOJI, KOBE, KARATSU
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Railways; Sanyo, Kiushu and the other Principal
Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Omi, Shinow, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigito, Komatsu (Tagawa) and Matsushima Coals.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904.

BOARD AND RESIDENCE.

'KILLADOON.'

ON North Star of MORRISON HILL, 151, WANCHAI ROAD—Light, Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.

For Terms, apply on the Premises, to Mrs G. S. WEBB.

Hongkong, July 20, 1904.

1331

Intimations.

VICTORIA RECREATION CLUB.
AQUATIC SPORTS, 1904.
THE ANNUAL AQUATIC SPORTS will be held on 5th, 6th, 7th and 17th SEPTEMBER, in the CLUB ENCLOSURE, AUSTIN ROAD, KOWLOON. Sports commence on 5th and 6th at 4.30 P.M., and on 7th and 17th at 4 P.M. sharp.
Admission for Gentlemen, Non-members, 50 cents each day. Soldiers and Sailors in Uniform, Half Price.
Tickets for Admission may be obtained at the Gate or from the Undersecretary, c/o Messrs Giza, Livingston & Co.
The Secretary's Launch will leave Blake Pier, on MONDAY and TUESDAY, the 5th and 6th at 4.15 P.M. sharp, and on WEDNESDAY and SATURDAY, the 7th and 17th at 3.45 P.M. sharp, to convey Spectators and Competitors.
HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, September 1, 1904.

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1904.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the COMPANY of the LADIES of Hongkong at the CLUB ENCLOSURE, AUSTIN ROAD, KOWLOON, on MONDAY and TUESDAY, the 5th and 6th at 4.15 P.M. sharp, and on WEDNESDAY and SATURDAY, the 7th and 17th at 3.45 P.M. sharp, to convey Spectators and Competitors.

By kind Permission of Lieut. Colonel C. H. WATTS and Officers, the Band of the 1st Battalion Sherwood Foresters will play Selections during the afternoon.
HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, September 3, 1904.

1596

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs JARDINE, MATHESON & Co.'s OFFICES, 81, Queen's Road Central, on THURSDAY, the 22nd day of September, 1904, at 12.15 P.M., when the subject of Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as Special Resolutions:—

1.—That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 New Shares of \$20 each.

2.—That such New Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the Proportion of One New Share for every complete Three Shares held by them on 1st October, 1904.

3.—That the amount due for the New Shares shall be called up on 31st December, 1904.

Dated the 2nd September, 1904.

By Order of the Board,

EDWARD OSBORNE,

Secretary.

1613

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Consulate House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

MRS. WATLING, Proprietress.

Hongkong, July 27, 1904.

1374

BOARD AND RESIDENCE.

'KILLADOON.'

ON North Star of MORRISON HILL, 151, WANCHAI ROAD—Light, Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.

For Terms, apply on the Premises, to Mrs G. S. WEBB.

Hongkong, July 20, 1904.

1331

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG.

A. B. O. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903.

563

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWNSHIP COYS., OCEAN S.S. COY. and CHINA MUTUAL S.S. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, May 20, 1904.

1527

MESSRS COOPER & CO.,

No. 37, DES VUEX ROAD CENTRAL.

JUST UNPACKED a New Consignment of Men's White India GAUZE SHIRTS and PANTS in all running sizes; Also,

A Fresh Lot of Men's English and American BOOTS and SHOES; HATS, HOSIERY, &c.

Orders for Suits requested—A correct fit and style guaranteed, and every satisfaction given.

Hongkong, August 9, 1904.

1439

三才集

1.—THE TRI-METALIC CLASSIC.

Translated from the Chinese.

By E. J. KERR, F.R.D.

To be had—Price 75 Cents the set—from the 'CHINA MAIL' Office, 4, WYNDHAM STREET.

1607

三才集

2.—THE THOUSAND WORDS POEM

Translated from the Chinese.

By E. J. KERR, F.R.D.

To be had—Price 75 Cents the set—from the 'CHINA MAIL' Office, 4, WYNDHAM STREET.

1607

Intimations.

It isn't talk that counts, it's quality—Quality that stands pat at all times, for honest criticism. The unprecedented popularity of 'RAINIER' is due to its pronounced individuality—that indelible, honest flavour that always means 'RAINIER'—that delightful 'RAINIER' 'SMACK' that goes straight to the spot.

Drink it for Beer Character:—For Health's Sake Drink It

ASK FOR IT DOWN TOWN, SEND A CASE HOME.

ALWAYS THE SAME GOOD OLD

'RAINIER'

M. J. CONNELL,

SOLE AGENTS,

7, BEACONSFIELD ARCADE, HONGKONG, & PHILIPPINES.

Hongkong, September 1, 1904.

1376

To Let.

TO LET.

FINE LARGE STORE, in QUEEN'S ROAD CENTRAL. Most Central Position.

Apply to 'CHINA MAIL' Office.

Hongkong, September 5, 1904.

1637

TO LET.

STONEHAVEN, 35, Robinson Road, Containing 5 VENTILATED ROOMS, with Kitchen, Servants' Quarters and a Spacious Tennis Court. Possession 1st September.

Apply to SAM WANG & CO., LD.

Hongkong, August 8, 1904.

1601

TO LET.

NO. 1, STEWART TERRACE, The Peak.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, March 26, 1904.

1602

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon.

Apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, July 20, 1904.

1603

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to JARDINE, MATHESON & CO.,

Hongkong, August 8, 1904.

1606

TO LET.

A LARGE OFFICE ON GROUND FLOOR of No. 2, WYNDHAM STREET. Possession 1st August, 1904.

Apply to THE SECRETARY, The Bowling Club, Ltd.

Hongkong, July 13, 1904.

1605

TO LET.

SAVOY CHAMBERS, Kowloon, a Four-Room Flat To Let.

Apply to ANGLO-AMERICAN STORES, Hongkong or Kowloon.

Hongkong, June 25, 1904.

697

TO LET.

GODOWN No. 6, NEW PRAYA, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, July 23, 1904.

1608

TO LET.

TWO ROOMS in the First Floor of ALEXANDRA BUILDINGS.

Apply to SECRETARY, A. S. Watson & Co., Limited.

Hongkong, June 16, 1904.

1604

TO LET.

FURNISHED HOUSE, in Kowloon. FOUR ROOMS, Cool and Airy. Six Months' Tenancy required. Particulars can be obtained from 'R. A.'

Care of 'CHINA MAIL' Office.

Hongkong, August 20, 1904.

1587

HONGKONG CLUB.

TO LET.

SUITE of 2 ROOMS, on the Ground-floor of the Annex, suitable for Office.

For Particulars, apply to the Undersecretary.

C. H. GRACE, Secretary.

Hongkong, June 2, 1904.

1599

TO LET.

NO. 62, HOLLYWOOD ROAD.

WILD DICK BUILDING, No. 147, Wanchai Road. Comfortable and Airy. Flat of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SMITH, LAND & ESTATE BROKER, DAVID PARK CO.

Hongkong, July 14, 1904.

1607

INDIAN ARMY NEWS.

Major Leonard, Second in Command, 98th Infantry, has been appointed Commandant of that regiment, vice Lieutenant-Colonel Lewis, whose tenure is about to expire.

Major Bremner, 73th Infantry, has been appointed Commandant of 23rd Infantry, vice Colonel Clothier, whose tenure expires on the 16th September.

Major Jennings Bramley, Royal Highlanders, has been permitted to retire from the service.

Lieutenant W. B. Taylor, R.A.M.C., has been permitted to resign his commission.

Sergeant-Major J. Mackie, Gordon Highlanders, has been promoted Quartermaster, 2nd Battalion.

Major Melville, Second in Command, 4th Rajputs, has been appointed Commandant of that regiment, vice Colonel Read vacating.

Major Searle, 100th Infantry, has been selected for the command of the 101st Grenadiers, vice Colonel Swann, appointed A. A. G., Bombay Command Headquarters.

IN DREAMLAND.

Down among the grey green willows
Runs a cool, translucent stream,
Rippling over pebbly shallows
Like the Laths of Love's dream.

Breaching under pools of amber
Under rocks where wild vines clamber,
And the lily wind-flowers gleam.

There the turf is smooth and mossy,
Still unshorn and ever new;
Each young shoot and hermit glossy
Drinks at eve the tender dew.

For no storm assails the garden,
Frosts nor winds the rattle leaves harden,
And the heavens are hazy blue.

On the boughs the quinces mellow
Meet the dim green shades above,<

OCEAN TREASURE.

New Device for Recovering Submarine Wealth.

Some interesting diving experiments have been carried out in England by Messrs Siebe and Gorman, submarine engineers to the Admiralty and War Office, in conjunction with Professor Leonard Hill, which promise to make deep-sea diving a far safer profession, and may lead to the recovery of much sunken treasure.

The present system is responsible for numerous cases of severe illness, known as "divers' palsy," a form of paralysis which often results in death. In most cases this is due to the fact that the diver descends and ascends too quickly, and the severe pains in the joints, deafness, vertigo, and "palsy" which frequently attack the man are caused by the sudden change from an abnormal atmospheric pressure to the normal pressure.

The bell is a steel chamber divided into two compartments, one of which is open at the bottom like an ordinary bell, while the other half is closed.

When the diver, in ordinary diver's dress, wishes to ascend, he enters the open half of the bell, opens a manhole in the partition, passes into the closed and sealed chamber, which is provided with electric light and telephone, closes the manhole after him, and is drawn up.

Airtight Chamber.

The airtight sealed chamber is supplied with air at the same pressure as that under which the diver was working. When the bell is brought on board ship the air is allowed to escape very slowly, and the man is gradually "decompressed."

"By this bell, in conjunction with the usual diving dress," said Messrs Siebe and Gorman's manager to an "Express" representative recently, "we hope to reach greater depths than have ever been attempted, and there is a great deal of sunken treasure yet to be saved from depths of 200ft."

One of our divers, Alexander Lanber, recovered seven treasure-chests, valued at £70,000, at a depth of 162ft.

It is a mistake to suppose that 100ft. is a limit for divers. The record depth attained is 200ft. and it is also possible for a man to remain at work for six hours at a stretch.

The Navy send their divers down to a depth of 120ft., but we do not hesitate to lower our men 140ft., and with this bell we may reach 200ft. *Cassell's Saturday Journal.*

BILIOUSNESS CURED.

What R. L. E. BEANS DID FOR A WOMAN.

BILIOUSNESS may show itself in many ways. It may be a slight attack which merely makes you feel out of sorts and languid, or it may be so severe that it paralyses all your mental and bodily powers. There is one great unfailing cure for it, viz., Charles Ford's Bile Beans, and this remedy should never be neglected. For however slight the attack may seem. For however slight the attack may seem. For however slight the attack may seem.

Although I suffered from those painful attacks for eight years, it was not until about four years ago that time I was really cured. From that time I was never free from them for more than a day or two at a time. I could not eat, and there was always a feeling of fullness and weight at my stomach. I was quite unable to do any work, and so terribly did I suffer, that many a time I have wished myself dead.

Frequently I have been so absolutely prostrated by biliousness, that I have had to be carried upstairs and put to bed like a child. The noises in my ears too were very distressing—whistlings, and cracklings, and hummings; and the pains in my head and all down my back were torture to me. I felt I could not endure my agony much longer.

One day a neighbour called my attention to a report in the papers of a cure by Charles Ford's Bile Beans, and as the case was very like my own I decided to try them. My husband got me a box, and I commenced taking them. I soon felt a little better. The pains and noises in my head seemed less severe, and I had less pain in the region of my stomach. I continued with the course, and soon I felt a new woman altogether. I am now quite cured, and am far better and stronger than I have been for ten years. I have recommended Bile Beans to my neighbours, and they too have gained great benefit from them.

Charles Ford's Bile Beans for Biliousness are a cure for indigestion, anæmia, weakness, female ailments, heat, flatulency, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulency, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle.

JUST ESTABLISHED:

WING SUN & CO.

No. 54, QUEEN'S ROAD CENTRAL (Premises formerly occupied by Messrs C. J. Gault & Co.).

High-class Tailors & Outfitters. Shirt and Breeches Makers.

Fit, Quality, Workmanship Guaranteed. Custom Made. Very Moderate.

NOW SHOWING.—New Lot of STRAW HATS, FEZ HATS, PANAMA, UMBRELLAS, WALKING STICKS, BOOTS AND SHOES, &c., &c., &c.

Inspection Invited. Telephone No. 467. Hongkong, August 4, 1904.

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir Robert Hart's Services for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office. Price 50 Cents.

Hongkong, July 4, 1904.

CARBONIC ACID
in iron drums

ALWAYS IN STOCK AT MODERATE PRICES.

Special Arrangements for Season-Contracts.

GROSSMANN & Co.

DINNEFORDS

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bileous Affections.

Safe and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORDS' MAGNESIA

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Sept. 10	P. & O. Chusan	London	Oct. 9	Oct. 18
" 14	G. M. S. Gaisano	Hamburg	" 15	" 26
" 20	M. M. Ernest Simon	Marseilles	" 19	" 28
" 24	P. & O. Nubia	London	" 23	" 30
" 28	G. M. S. Bayern	Bremen	" 27	" 31
Oct. 6	P. & O. Bengal	London	Nov. 2	" 1
" 12	G. M. S. Sachsen	Hamburg	" 6	" 13
" 18	M. M.	Marseilles	" 16	" 22
" 22	P. & O. Malta	London	" 20	" 27
" 26	G. M. S. Zieten	Bremen	" 25	" 29
Nov. 1	M. M.	Marseilles	" 30	" 31
" 5	P. & O. Comorand	London	Dec. 4	" 11
" 9	G. M. S. Prinzess Alice	Hamburg	" 8	" 20
" 19	P. & O. Simla	London	" 18	" 25

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 14	P. & A. Aragonia	Portland, O.	Oct. 14
" 15	P. M. S. China	San Francisco	" 25
" 27	P. M. S. Doris	San Francisco	" 25
Oct. 1	N. P. L. Fremont	San Francisco	Nov. 5
" 8	P. M. S. Siberia	Portland, O.	" 18
" 14	P. & A. Nungonia	San Francisco	" 29
" 20	P. M. S. Coptic	San Francisco	" 29
Nov. 1	do. Korea	do.	" 18
" 10	do. Gaelic	do.	Dec. 9
" 22	do. Mongolia	do.	" 21
Dec. 3	do. China	do.	" 31
" 17	do. Doris	do.	Jan. 13
" 27	do. Siberia	do.	" 24
Jan. 7	do. Coptic	do.	Feb. 4
" 19	do. Korea	do.	" 17
" 31	do. Gaelic	do.	" 28
Feb. 11	do. Mongolia	do.	Mar. 11

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 21	C. P. R. Empress of Japan	Vancouver.	Oct. 12
Oct. 12	do. Athens	do.	" 29
Oct. 19	do. Empress of China	do.	Nov. 9
Nov. 9	do. Tartar	do.	" 26
" 16	do. Empress of India	do.	Dec. 9
Dec. 14	do. Empress of Japan	do.	Jan. 4
" 28	do. Athens	do.	" 21
Jan. 11	do. Empress of China	do.	Feb. 2
" 25	do. Tartar	do.	" 13
Feb. 8	do. Empress of India	do.	Mar. 1

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 13	U. N. Changsha	Sydney.	Oct. 2
" 17	E. & A. Eastern	do.	" 8
" 30	C. N. Chingta	do.	" 23
Nov. 15	E. & A. Australian	do.	Dec. 5
" 18	C. N. Teian	do.	" 9
" 25	E. & A. Empire	do.	" 17
Dec. 9	C. N. Taiyuan	do.	" 27
" 14	O. N. Changsha	do.	Jan. 1
" 28	E. & A. Eastern	do.	" 18
Jan. 11	C. N. Taiyuan	do.	" 21
" 20	E. & A. Australian	do.	" 30
Feb. 8	E. & A. Empire	do.	Mar. 1
" 11	C. N. Teian	do.	" 20
Mar. 8	E. & A. Eastern	do.	" 25
April 5	Australian Empire	do.	Apr. 18
May 3	do.	do.	May 24

Intimations.

A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$800,000 divided into 80,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 22, 1904. 1508

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.50 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 8.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 23, 1904. 1961

S I E N T I N G.

Surgeon Dentist.

No. 14, D'ARQUILL STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 24, 1900 628

THE FIRST CHINESE NEWSPAPER.

EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

每日字報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$5 per ANNUM delivered in Hongkong.

\$12.50 to all Coast Ports.

6 WELLINGTON STREET, HONGKONG.

Orders booked by MANAGER, 'CHINA MAIL.'

THE BANGKOK TIMES.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.).

SUBSCRIPTION, DAILY (postage extra), Tials 50 s year.

WEEKLY, including postage, 23 p.s.

ADVERTISING, 100 lines (9 lines) 1000 words, 200 lines (9 lines) 2000 words, 300 lines (9 lines) 3000 words, 400 lines (9 lines) 4000 words, 500 lines (9 lines) 5000 words, 600 lines (9 lines) 6000 words, 700 lines (9 lines) 7000 words, 800 lines (9 lines) 8000 words, 900 lines (9 lines) 9000 words, 1000 lines (9 lines) 10000 words.

A UNIQUE FEATURE of the "Bangkok Times" is its Siam version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the Editor, "Bangkok Times," 100, Market Street, Singapore.

Orders booked by MANAGER, 'CHINA MAIL.'

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last received.
Alceity	despatch-vessel	1700	12	3000	Comdr Richard M. Harbord	Weihaiwei
Albion	battle-ship, 1st class	12,950	18	13,500	Captain Sydney R. Fremantle	Weihaiwei
Albion	battle-ship, 1st class	1050	8	1400	Comdr R. Nugent	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Capt Charles Windham, C.V.O.	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Capt R. N. O'Malley	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Com. O. M. Makin	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. T. D. Pratt	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Captain Fegan	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Captain Henry M. Tudor	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Captain Robert H. S. Stokes	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. Ernest Barton	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. P. V. Lewis, D.S.O.	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Captain Hon. Walter G. Stopford	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. P. V. Lewis, D.S.O.	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. P. M. Riadore	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Captain W. B. Faulkner	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. A. Gregory	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. C. P. Metcalf	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Captain Francis G. Kirby	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. F. B. Noble	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Captain T. G. Groot	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. John Nicholas	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. C. E. Moore	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. D. St. A. Wake	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. R. E. Vaughan	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. H. T. Atay	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Capt. C. H. H. Moore	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. Davidson	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Fleet Reserve	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Commodore Dicken	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. R. V. Dugmore	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Capt. A. St. John	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Capt. J. A. O. Wilkinson	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Comdr. R. H. Keate	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Capt. Leslie Stuart, C.M.G.	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. S. St. John Farquhar	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Fleet Reserve	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Comdr. Ernest O. Hardy	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	In Reserve	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Com. O. W. Wrightson	Weihaiwei
Albion	battle-ship, 1st class	11,000	18	13,500	Lieut-Com. Wasco	Weihaiwei

Russian line broke and began retreating towards Liangyang. The Japanese occupied the positions vacated by the Russians and renewed the attack on the now demoralized enemy, who continued falling back. A stubborn defense was made about four miles south of the city under shelter of the fortifications, where the Japanese were temporarily repulsed. Thereafter the Russians were routed, the Japanese pursuing them vigorously.

Simultaneously the Japanese right wing, advancing from Tatarlenko, effected a crossing of the Taisheo river about six miles north-east of Liangyang, by means of a pontoon in a manner similar to the passage of the Yalu. By noon they had occupied a strong position on the right bank of the river, effectually flanking the Russian positions. The Russians fought with great determination to prevent the crossing and a desperate struggle took place in which the Japanese suffered very heavy losses.

Here and on the continent the forced surrender of the Russian army is regarded as practically inevitable. Parallels are being drawn by military experts between his position and that of Marshal Bazaine at Metz and it is believed no alternative is possible. Even the French Journals which criticize the tactics of the Japanese are now paying tribute to this masterstroke of strategy.

Field Marshal Oyama, the commander-in-chief of the Japanese army, is directing the operations at Liangyang in person.

SAN FRANCISCO, September 2.

The Russians are now in retreat and are fighting desperately, surrounded on all sides by the Japanese.

Kuropatkin is endeavouring to retreat northward with his broken army.

The Japanese have effectually intercepted his line of retreat and surrender is believed to be inevitable.

To-day, finding the city no longer tenable and being in danger of being encircled there, Kuropatkin abandoned it.

The Russians were demoralized and conducted the evacuation in great disorder, the troops from the south falling back on the city closely pressed by the Japanese, the confusion, the confusion. Great numbers were killed and many taken prisoners.

Fifteen cannon have fallen into the hands of the Japanese. Later reports are expected to swell the capture of the Japanese.

Kuropatkin is retreating northward and has crossed the Taisheo river about five miles north of Liangyang, where he is endeavouring to make a stand.

He is in imminent danger of being forced to surrender as the Japanese hem him in on all sides.

Liangyang has been occupied by the Japanese.

The railroad connection between Liangyang and Mukden has been broken, the Japanese column which was sent to prevent reinforcements reaching Kuropatkin from the north having succeeded in taking up a strong position near Yantai, about 20 miles north of Liangyang, on the railroad line.

A relieving force advancing from the north has been twice repulsed.

A strong force of Japanese which was thrown across the Russian lines of communication north of Liangyang has occupied a point of vantage about fifteen miles northwest of Liangyang, its left wing resting on the railroad.

The Russian Transport Problems.

The Paris correspondent of *The Times* states that in the course of an interview with the St. Petersburg correspondent of the *Echo de Paris*, M. Tabureau, described as an engineer of high reputation who took an active part in the building of the Trans-Siberian Railway, declared the problem of the transport of food and ammunition for the army of 500,000 required by General Kuropatkin to be well nigh insoluble. Such an army will need 110,000 to 150,000 horses. Manchuria is a poor and hostile country, and Eastern Siberia does not grow enough corn for its population. The latter country could, however, supply the army with half the cattle and all the forage it requires. But the remainder of the enormous quantity of provisions indispensable to that mass of men and animals must be drawn from Western Siberia and even from Russia proper. Assuming that the supplies from Eastern Siberia were forwarded to Kharbin by the Shikha, the Amur, and the Suigari, it would still be necessary to send 14 or 15 trains to Kharbin daily with provisions, ammunition, railway material, etc. This would make 28 to 30 running both ways, and M. Tabureau questioned whether the line would be able to bear such traffic. He did not think the situation a hopeless one, however, as there still remained the possibility of organizing carriages by road and river. "But," added M. Tabureau, "this course is urgently necessary, as otherwise I do not see how Russia can accomplish the most gigantic task of all those undertaken in the history of modern mechanical enterprise."

A French engineer who has just returned from Moukden has, in an interview with the St. Petersburg correspondent of the *Petit Parisien*, expressed a very unfavourable opinion of the condition of the Trans-Siberian Railway. He concludes from his own observation that the actual transport of troops does not exceed 1,000 men per day. He reckons that up to the middle of June not more than 90,000 men had been conveyed to the seat of war, and with the inadequate means at the disposal of the authorities even that was a tour de force. In the opinion of this French engineer General Kuropatkin has certainly not more than 150,000 men at the present moment and could not place more than 100,000 combatant in line of battle. "That is why General Kuropatkin retreats, and will continue to do so for a long time, trying to save appearances by the last battle delivered in despair with entire forces. What I am now telling you has long been known to the Japanese."

Ross, though the capital of Italy, is not the largest city. It has only 452,000 people, while Milan has 490,000, and Naples nearly 700,000.

HOW TO AVOID THE DANGERS OF A COLD. Everyone must realize the dangers attending a severe cold, and that it is always prudent to remain indoors until the danger is passed. Many, however, do not feel able to lose the time and will be interested in knowing that a severe cold may be broken up and all danger avoided by the prompt use of Chamberlain's Cough Remedy. It not only cures, but cures quickly and counteracts any tendency toward pneumonia. For sale by ALL Dealers, WARREN & CO., Ltd., General Agents.

AQUATIC SPORTS.

The V.R.C. Carnival.

President: His Excellency Major Sir Matthew Nathan, B.E., K.C.M.G. Vice-President: His Excellency Major-General Villiers Hatton, C.B. Chairman: Mr. Arthur Chapman. Committee: Messrs W. Armstrong, W. S. Bailey, G. A. Caldwell, C. H. Grace, W. G. Humphreys, E. M. Hazeland, T. Meek, E. W. Mitchell and A. Rodger. Umpires: Messrs E. W. Mitchell, W. S. Bailey, W. Armstrong, and T. Meek. Referee: Mr. Arthur Chapman. Starters: Messrs Caldwell and Rodger. Handicappers: Messrs T. Meek, A. Humphreys, J. H. R. Hanco and H. C. Austin. Timekeepers: Messrs E. M. Hazeland, A. Humphreys, Hon. Treasurer: Mr. R. H. B. Mitchell. Hon. Secretary: Mr. Harold C. Austin.

The Annual Aquatic Sports under the auspices of the Victoria Recreation Club were commenced at 4.30 p.m. yesterday in the presence of a fair number of spectators. The Club's enclosure was tastefully decorated with flags, Chinese lanterns and bunting, and an air of gaiety overhung the premises.

All round the building crimson bunting was entwined about the supporting poles and along the front of the roof, while interlaced with each other in the Gymnasium were various coloured flags. From top to bottom it could be seen that considerable labour and care had been taken to render the premises as neat and attractive as possible. Those responsible for the decorations, foremost among whom is Mr. C. Leslie, the energetic Steward, must feel highly gratified with the result of their exertions. To front of the Club's large stage has been erected which gave accommodation to a large number of spectators who displayed considerable interest in the racing.

The main item was the Half-mile Championship, and as the men faced the course various conjectures were made as to who would win. By general consent N. H. Alves and J. W. Mitchell were installed favourites. Alves having the greater number of followers. The other men expected to swim well were C. Humphreys and A. V. Barros, but little was known of the capabilities of F. Penny, A. Longman and A. Humphreys, all non-swimmers of the Club. J. W. Mitchell won easily, Alves being fourth about 50 yards away. It transpired afterwards that Alves had collided with a jelly-fish and was stung about the arms, shoulders and neck.

The results are as follows:—

MEET DAY.

HALF-MILE CHAMPIONSHIP OF THE COLONY: Starters—F. Penny, A. Longman, A. Humphreys, J. W. Mitchell, C. Humphreys, N. H. Alves, R. C. Cooke, C. J. Cooke, A. V. Barros.

R. W. Mitchell and Alves went to the front from the start, closely followed by J. W. Mitchell and C. J. Cooke. R. W. Mitchell, swimming the tugboat stroke, made the pace fast, but Alves kept with him, while J. W. Mitchell and Cooke were content to stay behind them. As the men got into open water the tide began to carry them away from the buoy. R. W. Mitchell and Alves, in particular, were followed by it, but J. W. Mitchell, Cooke and Barros swam fairly straight. The buoy (4 miles) was rounded in 7 min. 20 sec. by J. W. Mitchell, Cooke being with him. R. W. Mitchell and a number of others gave up before the buoy was reached. Coming back J. W. Mitchell gradually drew away from Cooke, while Barros gained on Cooke. As the men neared the finish it was seen that J. W. Mitchell led by about 30 yards, while N. H. Alves was fourth a long way off. J. W. Mitchell sprinted to the finish and won by 30 yards from Cooke, Barros being third or four yards behind Cooke.

Result: J. W. Mitchell 1, C. J. Cooke 2, A. V. Barros 3. Time, 15 min. 50 sec.

Two LENTHUS (Army, Navy and Police).

Seven started. Fisher, of the Royal Garrison Artillery, won easily, but the second place was fought for hotly. Taylor of the R.M.L.I. just securing the verdict by a hair.

Result—Fisher 1; Taylor 2. Time, 45½ seconds.

Two LENTHUS (Handicap). 1st Heat—H. M. Bain "go", A. J. Mackie owes 10 sec. H. C. Sayer owes 14 sec.

Three starters only. Bain had a lead of about 13 yards when Mackie went off, but at the turn he had only one yard to the good. Sayer beat Mackie home by one yard in 45½ seconds.

2nd Heat—W. T. Andrews owes 7 sec. F. P. Musso owes 10 sec.; E. Humphreys owes 12 sec.; A. J. V. Ribeiro owes 14 sec.

Only four lined up for this event, which proved to be rather a close thing. Musso beat Andrews for first place, the other two being close up. Time, 47½.

3rd Heat—O. R. Channutt owes 10 sec.; H. S. Kennett owes 13 sec.; A. V. Barros owes 17 sec.

Three started. The race proved an easy one for Kennett, who won as he liked in 43½ seconds. Channutt was second.

4th Heat—H. C. Austin owes 7 sec.; J. M. Roza Pereira owes 12 sec.; H. A. Leonard owes 15 sec.; N. H. Alves owes 19 sec.

Austin led the turn by 25 yards. Leonard, however, soon caught him and won by about 15 yards in 42½ seconds.

5th Heat—G. B. Macdonald owes 8 sec.; C. F. Ozorio owes 10 sec.; J. A. S. Alves owes 11 sec.; J. H. R. Hanco owes 12 sec.; C. Humphreys owes 15 sec.

C. Humphreys swam a fine race and won the heat in good style in 41 seconds. Ozorio was second, a touch behind.

SWIM UNDER WATER.—J. W. Mitchell, E. Humphreys, R. C. Cooke, O. J. Cooke, J. H. R. Hanco, F. M. Roza Pereira, J. E. Ellis, J. M. Roza Pereira, H. C. Austin.

C. J. Cooke swam well and covered 137 feet 5 inches, but in his second attempt he swam in a circular direction, and although he covered a greater distance than before he did not get to his credit. J. W. Mitchell did 144 feet 9 inches and E. Humphreys 110 feet 1 inch. W. Mitchell was first, Cooke second.

BOYS' RACE. (10 to 14 years of age). Two Lengths (Handicap).

Three started. H. Liversay swam well but the distance was too long for him and he could only get second. Albert Ellis won in 1 min. 17½ seconds.

VETERANS' RACE.—Two Lengths (Handicap). Open to competitors over 35 years of age.

T. Meek, who had 4 seconds start from W. S. Bailey and 6 seconds from F. W. White, won fairly easy, as was expected, anticipated when the handicaps were divulged. Bailey was second. No time was taken.

TEAM RACE.

No. 1.—R. C. Wittell (Capt), H. A. Lammert, H. S. Kennett, A. Loureiro, W. G. Goggin, H. C. Austin, E. Humphreys, G. B. Macdonald. No. 2.—J. W. Mitchell (Capt), H. C. Sayer, S. M. Gidley, L. E. S. Barros, A. E. Harlet, F. Musso, N. H. Alves (Capt), A. J. V. Ribeiro, J. A. S. Alves, J. M. Roza Pereira, F. M. Roza Pereira, O. R. Channutt, J. E. Ellis, F. Ellis. No. 4.—C. Humphreys (Capt), A. V. Barros, P. M. dos Remedios, J. W. Bains, J. H. R. Hanco, C. F. Ozorio, W. T. Andrews, W. S. Bailey.

After the first two or three men had swum it was seen that the race lay between R. C. Wittell's team and O. Humphreys' team. Some close lengths were swum but R. Wittell's team beat O. Humphreys' team by about three yards.

The carnival will be continued to-day and to-morrow. Wednesday is Ladies' Day and the Secretary's Launch leaves Black Pier at 3.45 p.m.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour, Mr. T. Sercombe Smith, P. J. Judge.)

Tuesday, September 6.

AN UNDEVELOPED MIND.

Mr. H. Huesthouse (of Messrs Denny and Bowley) appeared on behalf of Yang Kin, trading as Lee Koo Teung, who sued the Chu Lee Loong for \$671.95, being money due for timber sold and delivered.

Defendants failed to put in an appearance and, after the debt was proved, judgment was given for plaintiff with costs.

THE LIHUAN MASSACRE.

How It Originated.

The *Chungking* correspondent of the *N. C. Daily News* writes under date of August 27th:—

I have just received these details of the murder of the Roman Catholic Bishop from a small official. It looks a probable enough explanation and shows how large a matter in China a little fire kindled.

The Bishop went from Liangyang with a priest and a native helper named Chia. At a place, Nanting, 90 li from Sinasui, Mr. Chia was riding past, a boy of about fifteen years of age shouted out something uncomplimentary regarding foreigners. Chia for this gave the lad a thrashing. Afterwards the lad gave chase and a native helper named Chia, and on reaching the Bishop he reported the matter to him, for trouble, they thought he should see the local gentry about it and finally it was decided that a suitable feast should be given and 60,000 crackers let off as a peace offering. When the feast was spread Chia took umbrage at the quality of the crackers and three of the tables were upset, but on hearing that the feast was the finest ever in the district the indignation was appeased and the feast was resumed. The Bishop became impatient at all this delay and, remarking that he would go on alone, he left. By this time a large crowd had gathered and seeing the Bishop go off alone they decided he had gone to appeal to the officials, so they went after him, bound him and brought him back.

The conversation then turned on the whereabouts of the two priests, and Chia said they were away to get soldiers. This terrified the crowd, some of whom went out after them and captured them. Then, knowing they were in for trouble, they decided they would kill first, and the bishop, two priests, and Chia were forthwith dispatched.

Stolen Rice.

Two Chinese were convicted, at the Magistrate's, this morning, on a charge of having been found in illegal possession of a quantity of rice. The rice was supposed to have been stolen from a ship in the harbour. Mr. J. H. Kemp ordered the first defendant to pay a fine of \$50, with the alternative of 14 days' gaol, while the second who was shown to have been previously convicted, was ordered to be imprisoned for three months with six hours in the stocks.

A 'Sick' Emperor.

The Korean Emperor and his officials have a strong penchant for falling ill. Recently the Japanese Minister at Seoul desired to see the Emperor. He was informed that the Emperor was 'sick.' The Japanese Minister insisted on seeing the Emperor, but the Emperor again declined, directing the Japanese Minister to see the Korean Minister for Foreign Affairs. He, too, was 'sick' and the Japanese Minister probably felt 'sick' also at these subtleties. He, finally, secured an interview with the Emperor.

A New Territory Robbery.

An armed robbery took place at Hong-hau, in the New Territory, on August 17 in connection with which a man and two Chinese women appeared before Mr. J. H. Kemp, at the Magistrate's, this afternoon. The man was charged with having committed the robbery, in company with others, and the women with having received some of the stolen property. Inspector Robertson had charge of the case, and produced evidence to that effect that about midnight of August 17 the defendant, accompanied by three other men, went to a house at Hong-hau and obtained admittance. The defendant was armed with a revolver, one of his companions with an axe, the third with a chopper, while the fourth was unarmed. As soon as they were admitted to the house they made the objection of their visit plain and before much opposition could be offered secured the occupants, a man and his wife, and after tying them securely, ransacked the house. They succeeded in securing a quantity of clothing and other articles valued in all at \$140, and with this made their escape. On August 30 the Police arrested the male defendant, from information received, and later, having found some of the stolen property in their possession, arrested the female defendants.

The case was proceeding when our report closed.

INTERCEPTED LETTERS.

No. X.

THE PEAK, September 1.

MY DEAR NELL,

What ages it seems since I last wrote to you, and I have no excuse to make for my negligence except sheer laziness induced by the hot weather, and lack of interesting events to chronicle at this dull and rainy time of the year. Indeed, so dull are things at the present moment, that I think this week I shall have to fall back on generalities, and describe to you some of our standard feminine amusements and games—and the way we play them in Hongkong.

As far as outdoor amusements go, there are three popular games among the women folk—golf, tennis, and hockey. Of the first only can I speak as a player, and therefore I can only give you my impressions of the two latter as a devoted onlooker. As I think I told you once before, by the unselfish kindness of the men community who are members of the Royal Hongkong Golf Club during the summer months we poor little down-trodden women are allowed to use the links on one afternoon (Thursday) in the week, and we are duly and becomingly grateful and make full use of the gracious permission granted. The Royal Hongkong Golf links situated in Happy Valley are over about half a mile in length and are used besides as a race-course, football ground, cricket pitch, etc., etc. On Thursday afternoons, at a most animated appearance. Mixed foursomes are the order of the day, and sometimes as many as thirty or forty people will be playing at the same time on this spacious ground. The most striking feature of the game of golf, as played on these afternoons, is an utter and absolute disregard of the etiquette of golf, and consequently one carries one's life in one's hand, so to speak, which is charmingly exciting and dangerous. Do you wait till the foursome in front has played its second stroke before driving from the tee? Not a bit of it! What a waste of time and where would the fun come in? Besides, the next couple waiting to play behind you begin abusing you like a pickpocket if you show any signs of delaying, and so you set your teeth and start on your perilous "round." Golf balls to right of you, golf balls to left of you in front, behind, on your very head you, "Forward! you say to your partner, do not be dismayed, perchance in time we shall make a good shot and clear the way before us by successfully injuring some one in front."

As to other little matters of etiquette, such as "replacing the turf" one has cut in such generous slices, that, too, would be merely waste of time. "Do not speak on the stroke!" How absurd—as if it mattered! Certainly, Nell, there is no denying it, the Royal and ancient game of golf as played out here is excellent in every way.

Tennis, at which game, as I tell you, I am merely an onlooker, is played chiefly at the Ladies Tennis Club, managed entirely by us—Secretary, treasurer and committees are all women—and very well managed it is too. To show how much more generous-minded and kind-hearted we are than the opposite sex, I must tell you that we make no horrid little rules stating that men may only play on our courts on one day in the week. We allow them to be members (provided only that they are duly proposed and seconded by feminine friends) and play whenever they like. It is true we are inclined to be exclusive, but then membership of our club is a guarantee of respectability. A man now absent from the Colony, once told me that shortly after his arrival out here he went to one of the big dances and was there introduced to a lady who jolly looked him up and down for a minute or two and then said, "Do you belong to the L. T. C.?" My friend said he had that honour, whereupon the fair dame threw off her icy reserve and welcomed him as "one of us." About twice or three times a year great tennis tournaments, very amusing to watch, are held at the Club for which most members enter. The events are usually handicaps, and of course, there is always general dissatisfaction with the handicapping—that is only natural—and, of course, everyone wants to play at the same moment on the best courts and you may be sure kindly feeling and much sweetness of temper and usefulness in the usual result. It is an all round good Club nevertheless—the L. T. C.

By far the most exciting game to watch is the Ladies' Hockey. The Hockey Club is the Ladies' Hockey. The Hockey Club was started, I believe, about two years ago, just before we came out here, but I had from a friend an account of the preliminary or business meeting. According to my friend's account about thirty athletes and would-be athletes met at a certain house on a certain day and talked very hard on all sorts of other subjects for about half an hour until someone called the meeting to order.

Then a Captain-Secretary-Treasurer was elected, and after that arose the serious question of electing a committee and arranging their duties. One fair athlete got up and suggested that the committee should consist of ladies whose houses were near together at the Peak; so that they should not have far to go to Committee meetings; also, that if the Captain should be for any reason unavoidably absent, it should be the duty of the members of the committee to act Captain pro tem. These suggestions were unanimously adopted. A committee was elected and the Hongkong Ladies' Hockey Club then started—on a sound business footing.

At a recent one of the women's hockey year took place on the Volunteer ground, which is about the size of a large drawing-room and situated on the top of a hill. About nine players a side was the game. Owing to the size and situation of the ground, whenever the ball was hit at all hard, it rolled off the ground and down to the bottom of the hill and from there it was fished continually by hot and perspiring male onlookers. This ground, after one or two trials, was decided to be too small for the purpose and a full-sized ground in the Happy Valley was used instead, not, however, without much discussion and much opposition to the idea, because so many lady members were afraid that in such a public place some curious blue-jacket, or still worse some inquisitive Chinaman—of might come and "make a look see." Why that should be so dreadful I could not quite make out, but that is probably because I am not a performer. While there was quite a number of very good hockey players among the members of the Club, several of the members were much before, and this, of course, made the game very exciting. I saw one day, whilst looking on at a game, an outside-half or inside-forward, or whatever they call it, throw the ball, instead of along the ground, right between the eyes of the girl who was "marking." For a moment there was dead silence, then the injured one with the tears streaming from her two black-eyes politely suggested to the injurer that she should go home and read through the rules of the game. Was it not splendid, Nell! I think what a man would be said under the same circumstances! But then, they are so difficult. I once thought I should like to start playing hockey myself and I took William with me to watch one of the games in the hope of persuading him to let me join the merry throng of players. As ill luck would it have been on that particular occasion a awful collision took place. Somebody's head was knocked to pieces, and so, when on our way home I gently mooted the question, all William said was:—"Certainly not, false teeth are devoted expensive."

There was quite a number of hockey matches during the season between the L. H. C. and various teams of men, who by way of handicap were arranged in skirts and sashes—very becoming to their wearers. The most exciting of these matches was the Wives v. Husbands. The husbands on this occasion were not put into long clothes, because their wives were sure of victory without handicap.

How many old scores must have been paid off in a nice quiet little way on that day. Who knows!

I have come to the end of my paper and have not yet told you anything about our indoor games. I must leave that subject until another time.

For to-day—Au revoir.—Yours,

BETTY.

BY WHARF AND WAVE.

The British cruiser *Leviathan* and the storeship *Humber* left to-day to join the British fleet at Weihaiwei.

Three men—a Swede, a Dane, and an Irish-American—stole the yacht *Thresher*, at Shanghai, on the 1st. They only succeeded in reaching Woussung with her. It is thought they were making off to Japan.

The *Thresher* is owned by three gentlemen in the Shanghai branch of the Hongkong and Shanghai Bank.

The N.Y.K. steamer *Wakamatsu*, which struck a rock in the Obatake-Seto on June 30th, has now completed her repairs, and came out of dry dock at Yokohama on August 23. An official inquiry into the accident was held in Tokyo recently, the result being that Captain Macmillan's certificate was not dealt with by the Court.

A Norwegian sailor named Brude, who holds a mate's certificate, intends to travel from Norway to St. Louis, for the exhibition, in a curious boat of his own designing. It is made of iron, and egg-shaped, being entirely without an aperture, except that there is a small turret rising from it, with four windows, to enable the craft to be steered.

The vessel is being made at the Aalsund Mechanical Works. It will have a sort of centreboard keel, capable of being raised and lowered. It will be rigged with a mast and lateen sail.

Brude is looking out for three other Norwegians to go with him. He expects the journey will take two months and a half.

The s.s. *Glenloch*, Capt. Stallard, which has been delayed at Aiden for some time owing to repairs to a broken shaft, arrived at Singapore on September 1. Her captain reported that on August 13, 12° 10' N., 63° 40' E., he passed two logs or spars about 30 ft. long and several smaller objects about the same size, and having appearance of ships' hatches. He was of opinion that more floats were in the vicinity, as owing to darkness they were only able to distinguish those pieces which floated quite close to the ship, and but for the phosphorescence of the water these would also have been passed unseen.

Offensive Boys.

Two Chinese house boys were fined by Mr. J. H. Kemp, at the Magistrate's, this morning, for using insulting language towards a European lady. It was shown that the boys were employed at a house next door to where the complainant lived and were in the habit of addressing offensive remarks towards her, sometimes in Chinese, occasionally in English. On this occasion a particularly offensive epithet was used by the boys, the first of whom was fined \$12, and the second \$9; both being bound over, in the sum of \$25, to be of good behaviour for six months.

At an inquest on a child at Poplar (England) it was stated that the deceased was one of seven children, all of whom had been born blind.

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YOKOHAMA, VIA SHALMOJI	Malacca	About 9th	Freight only.
AND KOBE (Passing through the INLAND SEA.)	A. F. STEER	September.	
YAMA, VIA SHALMOJI & KOBE (passing through the INLAND SEA.)	H. G. H. LEWELLIN	About 16th	Freight only.
	R.N.B.	September.	

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 3, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN 6000 Tons—WEDNESDAY, Sept. 21, 1904.
R.M.S. ATERIAN 3880 Tons—WEDNESDAY, Oct. 12.
R.M.S. EMPRESS OF CHINA 6000 Tons—WEDNESDAY, Oct. 13.
R.M.S. TARTAR 4425 Tons—WEDNESDAY, Nov. 2.
R.M.S. EMPRESS OF INDIA 6000 Tons—WEDNESDAY, Nov. 16.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York \$82.
Intermediate on Steamers, £40, " " £42.
and let Class Rail.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, August 10, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARAGONIA	5198	SCHULTZ	Sept. 14, 1904.
NUMANTIA	4370		Oct. 10, 1904.
NICOMEDIA	4370	WAGNER	Oct. 27, 1904.
ARABIA	4483	BAHLE	Nov. 19, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY,
Hongkong, August 30, 1904.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STREAMERS	LEAVING
ANPING, VIA SWATOW AND AMOY.	PROVIDENCE	THURSDAY, Capt. K. KORHOLMEN, Sept. 8, at 10 a.m.
TAMSUI, VIA SWATOW AND AMOY.	FRITHJOF	SUNDAY, 11th Capt. H. A. HALLBERG, Sept., at 10 a.m.
FOOCHOW, VIA SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, Capt. A. HANSEN, Sept. 14, at 10 a.m.
TAMSUI, VIA SWATOW AND AMOY.	M. STRUVE	SUNDAY, 18th Capt. T. BRANDT, Sept., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Service.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.

For Freight, Passage and further information, apply to the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.

Hongkong, September 6, 1904.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
FLYADES	3763	Purinton	September 17.
SHAWMUT	3606	W. M. Smith	September 24.
TREMONT	3606	T. W. Garlick	October 1.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 3606 tons Capt. T. W. Garlick About 15th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in solid storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co. Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
Hongkong, September 5, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED,

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STREAMERS	DOE
GLASGOW AND LIVERPOOL	PIROUSEY	17th September.
GLASGOW AND LIVERPOOL	ACHILLES	24th September.
GLASGOW AND LIVERPOOL	DEUCALION	1st October.
GLASGOW AND LIVERPOOL	ULYSSES	8th October.

HOMEWARDS.

FOR	STREAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	18th September.
* GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.
LONDON, AMSTERDAM & ANTWERP	PATROCLES	11th October.
* GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	22nd October.
LONDON, AMSTERDAM & ANTWERP	PIROUSEY	26th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STREAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA	TELEMACHUS	8th September.
NAGASAKI, KOBE & YOKOHAMA	DEUCALION	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 3, 1904.

CHINA NAVIGATION CO., LD.

FOR	STREAMERS	TO SAIL
MANILA	TAMING	7th September.
CEBU AND ILOILO	Kaipong	10th September.
KOBE	CHINOTU	13th September.
PORT DARWIN, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	18th September.

The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, September 6, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewardsess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	Sept. 17, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Sept. 24, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, September 3, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHIN-WAN-TAO or CHEFOO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON
S.S. COUFFIELD	...	J. W. MARTIN
S.S. ORANLEY	...	W. E. SYKES
S.S. IREAL	...	M. ROBERTSON
S.S. ASOOT	...	O. E. COX
S.S. TWEEDEDALE	...	T. M. MILNE
S.S. LOTHIAN	...	J. G. WILLIAMSON
S.S. INKUM	...	E. S. PHARRE

The next departure will be the s.s. LOTHIAN, sailing from here on SATURDAY,
the 10th September, at Noon, taking Cargo for DURBAN, EAST LONDON, PORT ELIZABETH
and CAPE TOWN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS.	First half of September	JAPAN.	First half of Sept.
TJILATJAP	JAVA PORTS.	First half of September	JAPAN.	First half of October.
TJIMAHY	JAPAN.	Second half of September	JAVA PORTS.	Second half of Sept.

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY
Java-China-Japan Lijn.

TELEPHONE No. 278.
HONGKONG, SEPTEMBER 3, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

HAITAN,

Captain ROACH, will be despatched for

the above Ports on THURSDAY, the 8th

Inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,

General Managers.

Hongkong, September 5, 1904. 1640

INDO-CHINA STEAM NAVIGATION

CO., LD.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

KUMANG,

Captain BULLER, will be despatched as

above on or about THURSDAY, the 8th

Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, September 5, 1904. 1620

AMERICAN ASIATIC STEAMSHIP

COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

EPSON,

Captain J. Cox, will be despatched for

the above Port on or about FRIDAY,

the 8th September.

To be followed by the Steamship

OLYMPIA,

on or about TUESDAY, 18th October.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, September 1, 1904. 1656

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

ARRAFOON APCAR,

Captain E. Fry, will be despatched for

the above Ports on TUESDAY, the 18th

Inst., at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd.,

Agents.

Hongkong, September 5, 1904. 1638

STEAMSHIP SERVICE TO NEW

YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship

HUDSON,

will be despatched on or about THURS-

DAY, the 15th September, 1904.

For Freight or further information,

Apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, August 12, 1904. 1675

EASTERN & AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEEN-

SLAND Ports, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

EASTERN,

Captain ELIAS, will be despatched for

the above Ports on SATURDAY, the 17th

September, at Noon.

This well-known Steamer is specially

fitted for Passengers, and has a Refrigerat-

ing Chamber, which ensures the supply of

Fresh Provisions, Ice, &c., throughout the

voyage.

A Stewardsess and a duly qualified Sur-

geon are carried.

N.B.—To assure the additional comfort

of passengers the steamers of the Company

have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 18, 1904. 1623

EASTERN & AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

EASTERN,

Captain McARTHUR, will be despatched

as above on SATURDAY, the 17th

September, at Noon.

This well-known Steamer is specially

fitted for Passengers, and has a Refrigerat-

ing Chamber, which ensures the supply of

Fresh Provisions, Ice, &c., throughout the

voyage.

A Stewardsess and a duly qualified Sur-

geon are carried.

N.B.—To assure the additional comfort

of passengers the steamers of the Company

have electric fans fitted in state-rooms.

For Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, August 27, 1904. 1674

AUSTRIAN LLOYD'S

NAVIGATION

COMPANY.

Vessels Advertised as Loading.

Principals.	Agents.
...	...

Destinations.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Eastern (a)	Gibb, Livingston & Co.	Sept. 17, at Noon.
Australia	Changsha (a)	Butterfield & Swire	September 18.
Bah & India	Kaifong (a)	Butterfield & Swire	September 10.
Bombay, A&L&D&C	Lothian (a)	Gibb, Livingston & Co.	Sept. 10, at Noon.
Canton, Hongkong	Idomenus (a)	Butterfield & Swire	September 22.
Cebu, Man., I'pool	Alouides (a)	Butterfield & Swire	October 23.
Cebu, Man., I'pool	Marinechabire (a)	Shewan, Thomas & Co.	About Sept. 16.
Havre, L'don & A'erp	Pilgrimage (a)	Yatka-China-Japan Lijio	1st half of Sept.
Java Ports	Pilgrimage (a)	Java-China-Japan Lijio	2nd half of Sept.
Japan	Pilgrimage (a)	Yatka-China-Japan Lijio	1st half of Oct.
Kebo	Chingtu (a)	Butterfield & Swire	September 13.
L'don, Am'dam, A'erp	Glaucaus (a)	Butterfield & Swire	Sept. 13.
L'don, Am'dam, A'erp	Tydeus (a)	Butterfield & Swire	September 27.
L'don, Am'dam, A'erp	Petrolous (a)	Butterfield & Swire	October 11.
L'don, Am'dam, A'erp	Pinguet (a)	Butterfield & Swire	October 23.
L'don, Am'dam, A'erp	Pingou (a)	P. & O. S. N. Co.	Sept. 10, at Noon.
London, A'erp	Runvorick (a)	Gibb, Livingston & Co.	About Sept. 7.

Manila	Tremont (s)	Dodwell & Co. Limited	About Sept. 15.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Sept. 17, at 10 a.m.
Manila	Rubi (s)	Shewan, Tomes & Co.	Sept. 24, at 10 a.m.
Manila	Taming (s)	Butterfield & Swire	September 27.
Manila	Loongang (s)	Butterfield & Swire	Sept. 28, at 4 p.m.
New York v. Suez Canal	Epson (s)	Dodwell & Co. Limited	About Sept. 16.
New York v. Suez Canal	Sagami (s)	Dodwell & Co. Limited	About Sept. 30.
New York v. Suez Canal	Hindutan (s)	Dodwell & Co., Ltd.	About October 8.
New York v. Suez Canal	Epson (s)	Shewan, Tomes & Co.	About Sept. 7.
New York v. Suez Canal	Claverburn (s)	Shewan, Tomes & Co.	About Oct. 18.
New York v. Suez Canal	Hudson (s)	Standard Oil Co.	About Sept. 15.
Shanghai	Bengal (s)	D. Saseoon, Sons & Co.	About Sept. 15.
Spore, P'ang, Calcutta	Arria (s)	D. Saseoon, Sons & Co.	Sept. 13, at 3 p.m.
Spore, P'ang, Calcutta	Kumsang (s)	Jardine, Matheson & Co.	Sept. 30, p.m.
Spore, P'ang, Calcutta	Australian (s)	Messageries Maritimes	About Sept. 12.
Shanghai, Kobe & Yma.	Aragona (s)	Portland & A. S. Co.	Sept. 14.
Shanghai and Portland.	Nunumtia (s)	Portland & A. S. Co.	October 10.
Shanghai and Portland.	Nunumtia (s)	Portland & A. S. Co.	Oct. 27.
Shanghai and Portland.	Nunumtia (s)	Portland & A. S. Co.	Sept. 8, at 10 a.m.
Stow, Amoy & Anping	Frithof (s)	Oaks Shosen Kaisha.	Sept. 11, at 10 a.m.

S'tow, Amoy & P'sai	M. Struvo (s)	Osaka Shosen Kaisha.,	Sept. 18, at 10 a.m.
S'tow, Amoy & P'sai	Haitan (s)	Douglas Laprak & Co.	Sept. 8, at 11 a.m.
S'tow, Amoy, Foochow	Chihli (s)	Butterfield & Swire,	September 6.
S'tow C'foo & T'sin	Peijades (s)	Dowdell & Co. Limited	September 17.
Victoria B.C. Tacoma			

Victoria, B.C., Tacoma	Tremont (s)	.....	Dodwell & Co. Limited	October 1.
Vancouver (B.C.), &c.	Empress of Japan (s)	.....	Canadian P. & N. Co.	Sept. 21.
Vancouver (B.C.), &c.	Athenian (s)	.....	Canadian P. & N. Co.	October 12.
Vancouver (B.C.), &c.	Empress of China (s)	.....	Canadian P. & N. Co.	October 10.
Yma, S'hai, Moji, Kobe	Malacca (s)	.....	P. & O. S. N. Co.	About Sept. 9.
Yma, S'hai, Moji, Kobe	Manila (s)	.....	P. & O. S. N. Co.	About Sept. 16.

SHARE LIST.—QUOTATIONS.

September 8, 1904.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.

Hongkong and Shanghai Bank Corp.	30,000	125	1	£	1	£100	London, sec.
National Bank of China, Limited...	20,000	10	2	£	8	\$30, sales	
	29,950	10	2	£	8	\$38, sales	
	750	1	£	1	£10	buyers,	
Do. Founders' shares							
NATIONAL OVERSEAS							
Canton Insurance Office Co., Ltd...	10,000	5	250	£	50	\$212, buyers.	
China Trading Insurance Co., Ltd...	24,000	£	83.33	£	26	\$63, sellers	
North-China Insurance Co., Ltd...	10,000	2	15	£	5	\$174, buyers	
Union Insurance Society, Ltd...	10,000	5	100	£	10	\$250	
Yangtze Insurance Association, Ltd.	8,000	£	100	£	60	\$135	
FIRE INSURANCE							
C'ina Fire Insurance Co., Ltd.	20,000	£	100	£	20	\$88, sellers	
Hongkong Fire Insurance Co., Ltd.	8,000	£	250	£	10	\$335, sales	
DOCKS, ETC.							
H'kong & Whampoa Dock Co. Ltd.	60,000	£	50	£	all	\$225, sales	
Geo. Fenwick & Co., Limited...	8,000	£	25	£	35	\$48, sellers	
New Amoy Dock Co., Ltd.	8,000	£	25	£	35	\$48, sellers	
S. A. Barnham, Boyd & Co. Ltd.	56,700	Tln.	100	Tln.	100	\$170, buyers	
STEAMBOATS, ETC.							
China and Manilla S. S. Co. Ltd...	30,000	£	50	£	50	\$261, sales	

H. K. C. and M. Steamboat Co., Ltd.	80,000	15	15	\$50, sellers
Indo-China S. N. Company, Limited.	80,000	10	all	\$118, buyers
Star Ferry Company, Ltd.	10,000	10	10	\$40, buyers
Star Ferry Company, Ltd.	10,000	10	5	\$30, buyers

do.	Preference.	100,000	E	10	T	50	Tls. 20,
Taku Tung and Lighter Co., Ltd.		100,000	E	10	T	50	Tls. 20, buyers
Shanghai Tug & Lighter Co., Ltd.		100,000	Tls.	50	Tls.	50	Tls. 45, ex div.
do.	Preference.	100,000					Tls. 45,
BEVERAGES.							
China Sugar Company, Limited		30,000	n	100	a	\$208,	ex div., buyers
Luzon Sugar Company, Limited.		7,000	S	100	s	\$64,	sales
Perak Sugar Cultivation Co., Ltd.		7,000	Tls.	50	T	50	Tls. 60, sales
WEAPONS.							
H.K. & Kwong, Shew & Godown Co.		30,000	E	50	all	\$118,	ex div., buyers
Shanghai and Hongkong Wharf Co....		50,000	Tls.	100	Tls	100	Tls. 165, sales
LAND AND BUILDING.							
Hongkong Land Investment and Agency Company, Limited		50,000	\$	100	100	\$154,	sales
Shanghai Land Investment Co., Ltd.		52,000	Tls.	50	Tls. 50	Tls. 111,	sales.
Kowloon Land and Building Com- pany		5,000	S	50	50	\$38	
Wal-ho-wei Land & Building Co., Ltd		3,784	Tls.	25	Tls. 25	Tls. 10	
Humphreys Estate & Finance Co.,		100,000	S	10	all	\$13,	sales
West Point Building Co., Limited...		12,500	S	50	\$	\$44,	buyers
TRAMWAYS.							
HK High-Level Tramways Co., Ltd.		1,250	#	100	all	\$230,	buyers
MIXING.							
Société Française des Charbon- nages du Tonkin		16,000	Fcs.	250	all	\$490	
Ramb Aust. Gold Mining Co., Ed....		200,000	E	1	18/10	\$64,	buyers
HOTELS, ETC.							
Hongkong Hotel Company, Ltd. ...		12,000	\$	50	all	\$132,	ex div., buyers
Astor House Hotel Ltd. (Nientsen).		2,000	T.	Tls. 50	Tls. 50	Tls. 150	
Astor House Hotel Co., Ltd. (P'hai)		5,000	S	25	\$	\$39,	ex div.

A. S. Watson & Co., Limited.....	10,000	\$	10	\$	10	\$94, buyers
Watkins Limited.....	10,000	\$	10	\$	10	\$94, buyers
Wong Yee Nam.....	7,000	\$	10	\$	10	\$160, buyers
H.K. and China Gas Co., Limited....	8,000	£16s	60	£16s	60	£178, sales
Shanghai Gas Company, Ltd.....	8,000	\$	10	\$	10	\$115, buyers
Hongkong Electric Co., Limited....	30,000	\$	10	\$	10	\$94, buyers
New Electrician (new issue).....	50,000	\$	10	\$	10	\$30, buyers
PRIME AND CURRENT.						
Green Island Cement Co., Ltd.....	60,000	\$	10	\$	10	\$94, buyers
MICELLANEOUS.						
Hell's Asbestos Eastern Agency, } Ld.....	8,604	\$	12/8	\$	12/8	\$5, buyers
United Asbestos Oriental Agency, } Limited.....	10,000	\$	10	\$	10	\$94, buyers
Wong Yee Nam.....	10,000	\$	10	\$	10	\$78
Wong Yee Nam.....	10,000	\$	10	\$	10	\$10, buyers

Hongkong Ice Company, Limited....	5,000	¢ 95	all	\$250, buyers
Shanghai Waterworks Co., Ltd.....	7,200	£ 20	£ 20	Tls. 350, sales
"Ocean Ropes Company, Ltd.....	20,000	¢ 95	¢ 95	Tls. 500, sales
H'kong Rope Manufacturing Co., Ltd.	30,000	¢ 50	all	\$140, sellers
Hongkong Cotton Spinning Co., Ltd.	120,000	¢ 10	¢ 10	Tls. 30, sellers
Eastern Cotton Spinning and Weav- ing Co., Ltd.....	30,000	Tls. 50	Tls. 50	Tls. 30, sellers
International Cotton Manufactur- ing Co., Ltd.....	10,000	Tls. 75	Tls. 75	Tls. 25
Loan Kung-Mow Cotton Spinning and Weaving Co., Ltd.....	8,000	Tls. 100	Tls.100	Tls. 25
Soy China Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 160, sellers
Shanghai Provident Loan Mortgage Co., Ltd.....	50,000	¢ 12	¢ 10	¢ 90, sales & sellers
China Borneo Company, Ltd.....	60,000	¢ 12	¢ 12	all, buyers
Campbell, Moore & Co., Limited....	1,800	¢ 10	¢ 10	all, buyers
		¢ 10	¢ 10	all, buyers

Shanghai and Canton Wharves and Steaming Co., Ltd.	1,800	\$	50	\$	50	500
The Canton-Hongkong Ice and Cold Storage Company, Limited	70,000	\$	10	\$	10	\$10, Nominal
ICEBERG COMPANIES						
Philippine Co., Ltd.	67,500	\$	10	\$	10	\$94, sellers
Alhambra Limited	800	\$	50	\$	50	\$100, sellers

ISSUES.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1880 with 767,500 Tls. 250 7/8 p. annum Par.				
VERNON and SMYTH, Share-Brokers.				

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